AMENDMENTS TO THE SPECIFICATION

On page 1, please replace the subheading "FIELD OF INVENTION" with "FIELD", replace the subheading "BACKGROUND OF THE INVENTION" with "BACKGROUND", and replace the subheading "SUMMARY OF THE INVENTION" with "SUMMARY".

On page 2, please replace the subheading "DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS" with "DETAILED DESCRIPTION OF VARIOUS EMBODIMENTS". Please replace Paragraphs [0003], [0004], [0005], [0006], [0007], [0016], [0024], and [0027] with the following paragraphs rewritten in amendment format:

[0003] In ~~a preferred~~ one of various embodiments, a jet engine generally includes a nozzle rim and a bendable duct for communicating an exhaust flow generated by the engine to the nozzle rim. A gimbal joint pivotably couples the nozzle rim to supporting structure. The gimbal joint allows the nozzle rim to be pivoted about a first axis and a second axis, thereby allowing changes to the vector at which the exhaust flow is discharged from the nozzle rim.

[0004] In another ~~preferred~~ embodiment, a nozzle for a jet engine generally includes a nozzle rim and a bendable duct for communicating an exhaust flow generated by the engine to the nozzle rim. At least one gimbal ring is pivotably coupled to supporting structure and to the nozzle rim. The gimbal ring allows the nozzle rim to be pivoted about a first axis and a second axis, thereby allowing changes to the vector at which the exhaust flow is discharged from the nozzle rim.

[0005] In another ~~preferred~~ implementation, a method of operating a jet engine generally includes using the jet engine to generate an exhaust flow; communicating the

exhaust flow through a bendable duct to a nozzle rim pivotably coupled to supporting structure with a two-axis gimbal joint; discharging the exhaust flow from the nozzle rim; and controllably pivoting the nozzle rim to change a vector at which the exhaust flow is discharged from the nozzle rim.

[0006] In another ~~preferred~~ implementation, a method of providing a jet engine with a thrust vectoring nozzle generally includes pivotably coupling a nozzle rim to supporting structure with a two-axis gimbal joint; and coupling a bendable duct to the nozzle rim and the jet engine for communicating an exhaust flow generated by the engine to the nozzle rim.

[0007] The features, functions, and advantages can be achieved independently in various embodiments of the present ~~inventions~~disclosure or may be combined in yet other embodiments.

[0016] The following description of the ~~preferred~~various embodiments is merely exemplary in nature and is in no way intended to limit the ~~invention~~present disclosure, its application, or uses.

[0024] Referring back to FIG. 1A, the bendable duct 120 is received within the nozzle rim 112 such that an end of the duct 120 is seated within an internal seat or shoulder 122 defined within the nozzle rim 112. In ~~a preferred~~one embodiment, the end of the duct 120 is welded to the internal shoulder 122 within the nozzle rim 112, although other suitable fastening methods can also be employed.

[0027] By way of example only, [[a]]an ~~preferred~~ embodiment includes the bendable duct 120 being formed of a generally flexible nickel alloy. Nickel alloy materials have good strength properties at typical gas turbine exhaust temperatures,

such as about 1800 degrees Fahrenheit. In other applications in which the exhaust gases are at relatively low temperatures, embodiments can include ducts formed of copper and/or aluminum. Yet other embodiments can include ducts formed of rubber or plastic materials which are suitable for applications in which the exhaust gases are at low pressures and at low temperatures (e.g., at room temperature of about 70°F (21°C)).